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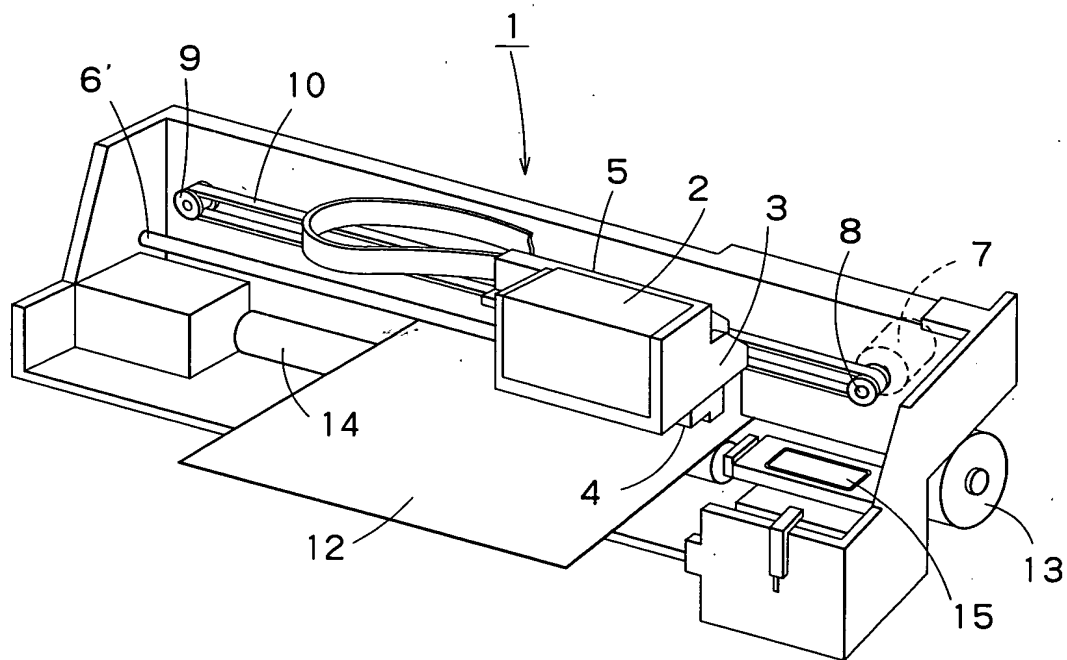


FIG. 1

09689761-101300

008707" T9263960

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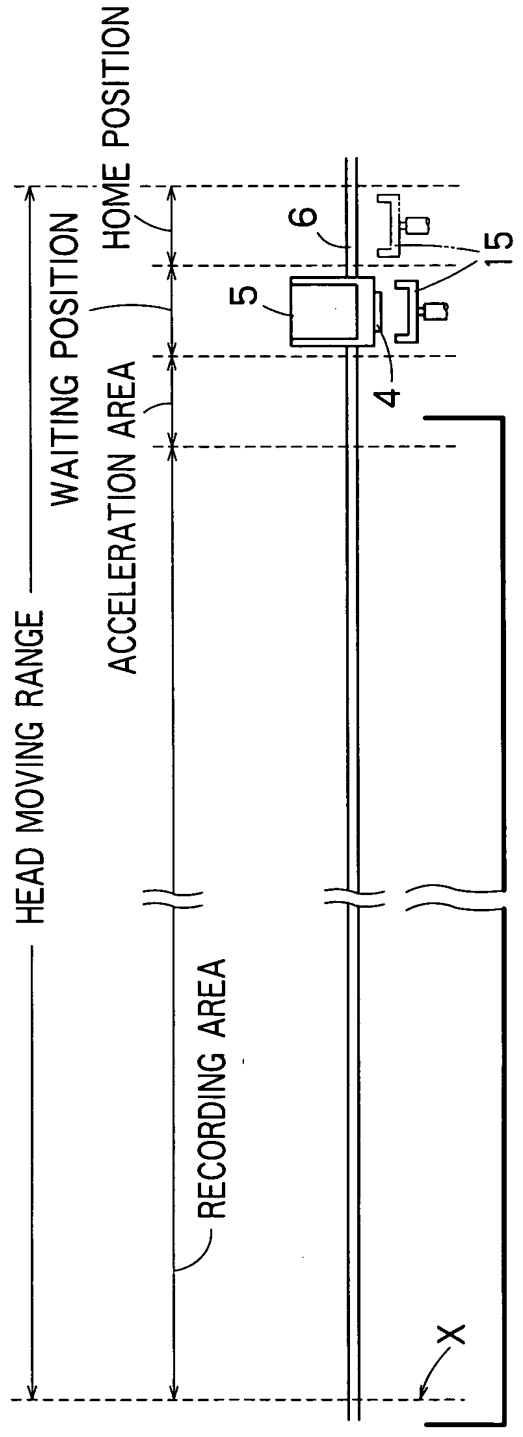


FIG. 2A

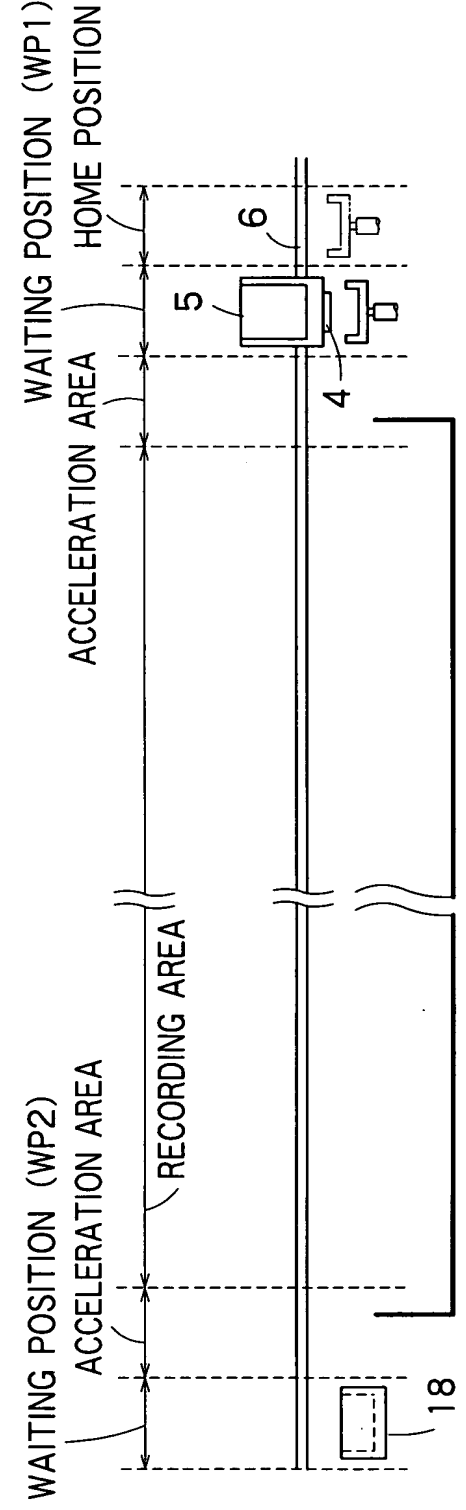


FIG. 2B

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FIG. 3A

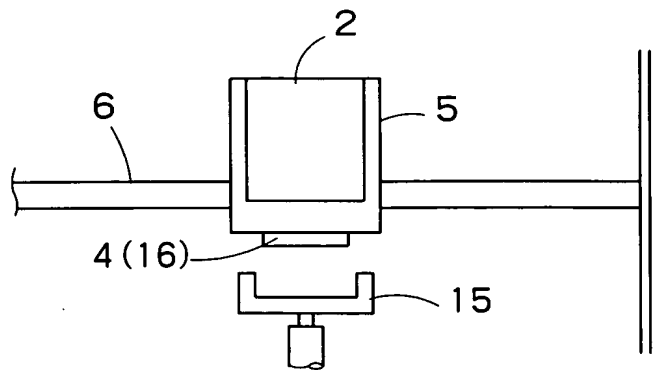


FIG. 3B

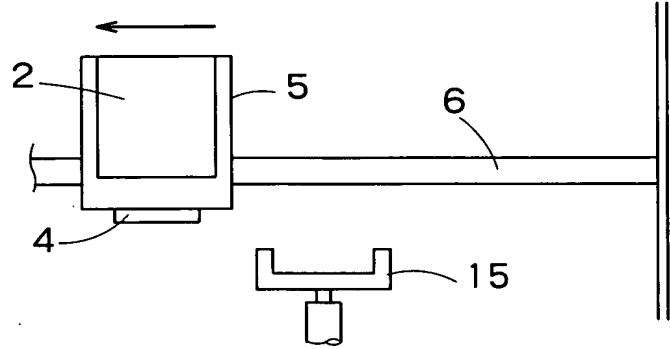


FIG. 3C

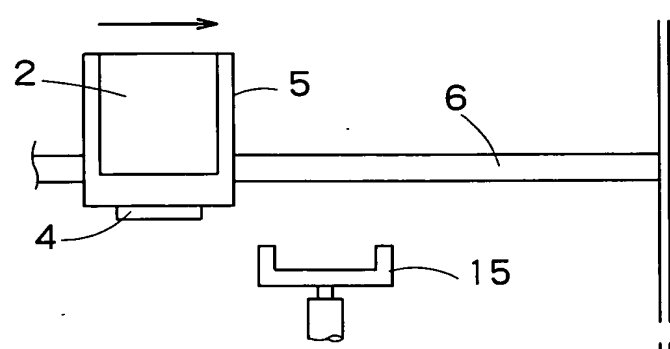
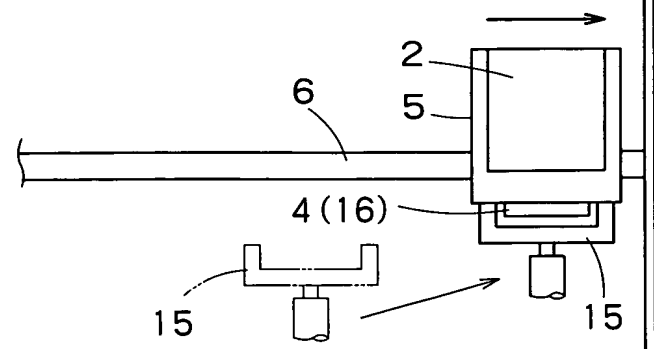


FIG. 3D



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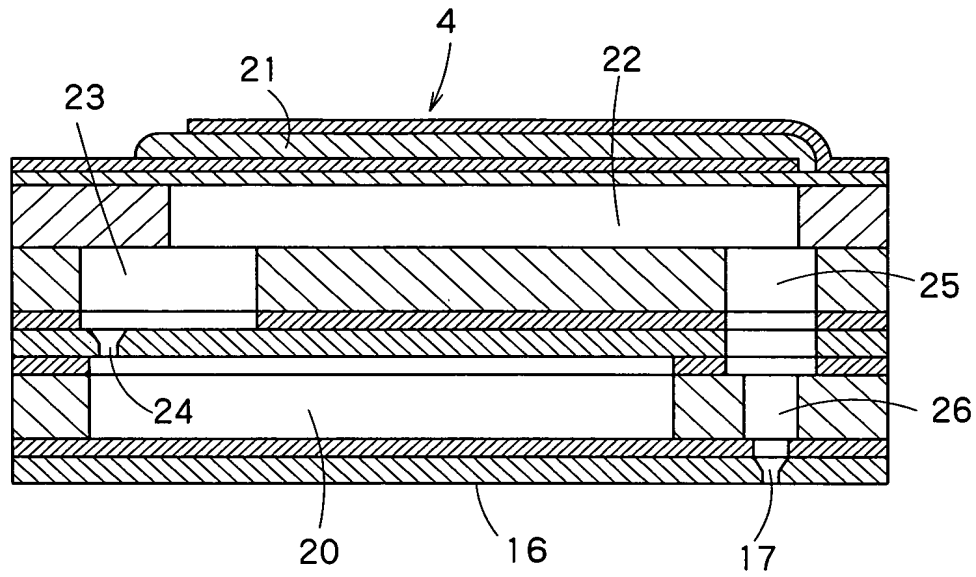


FIG. 4

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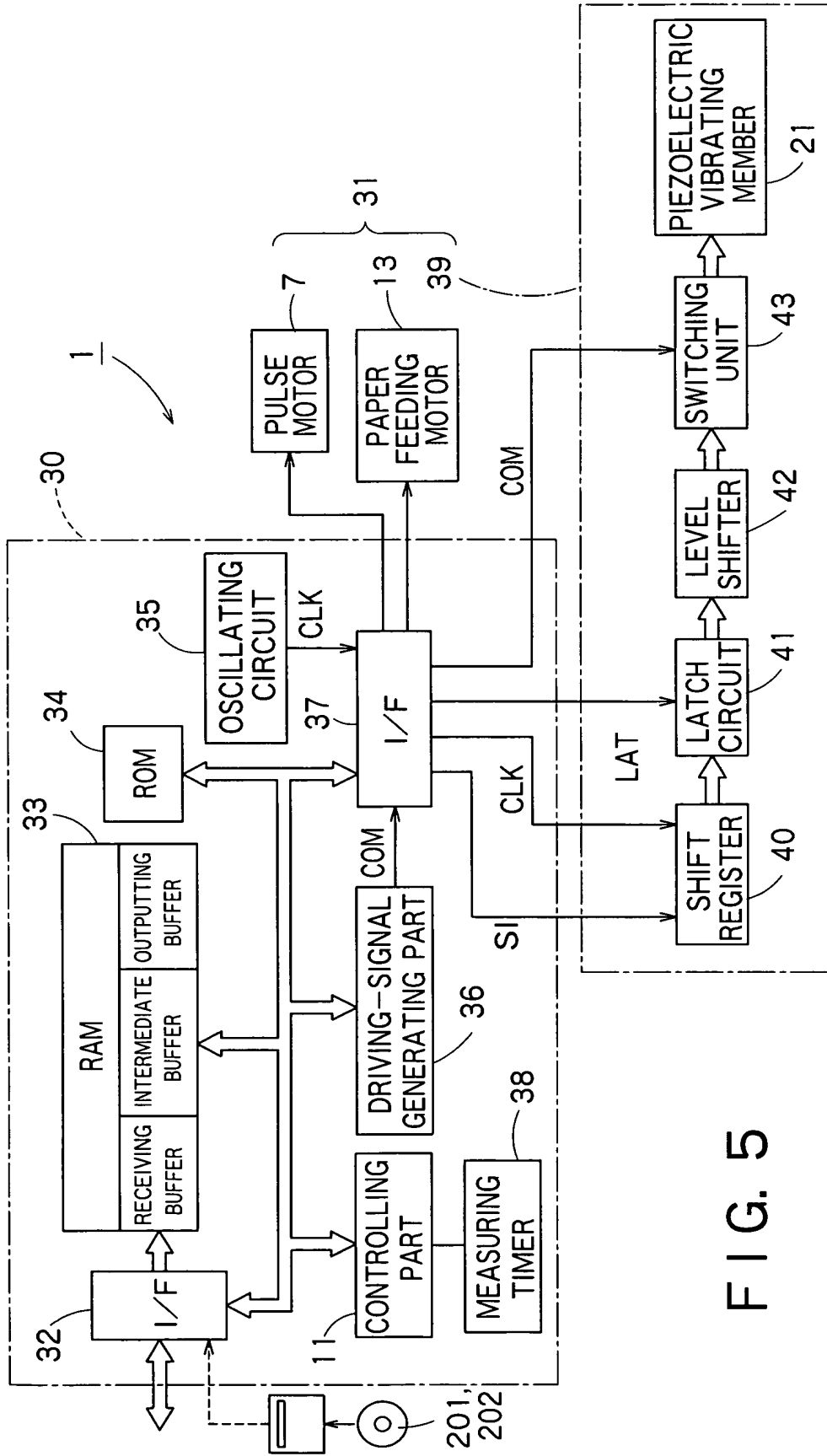


FIG. 5

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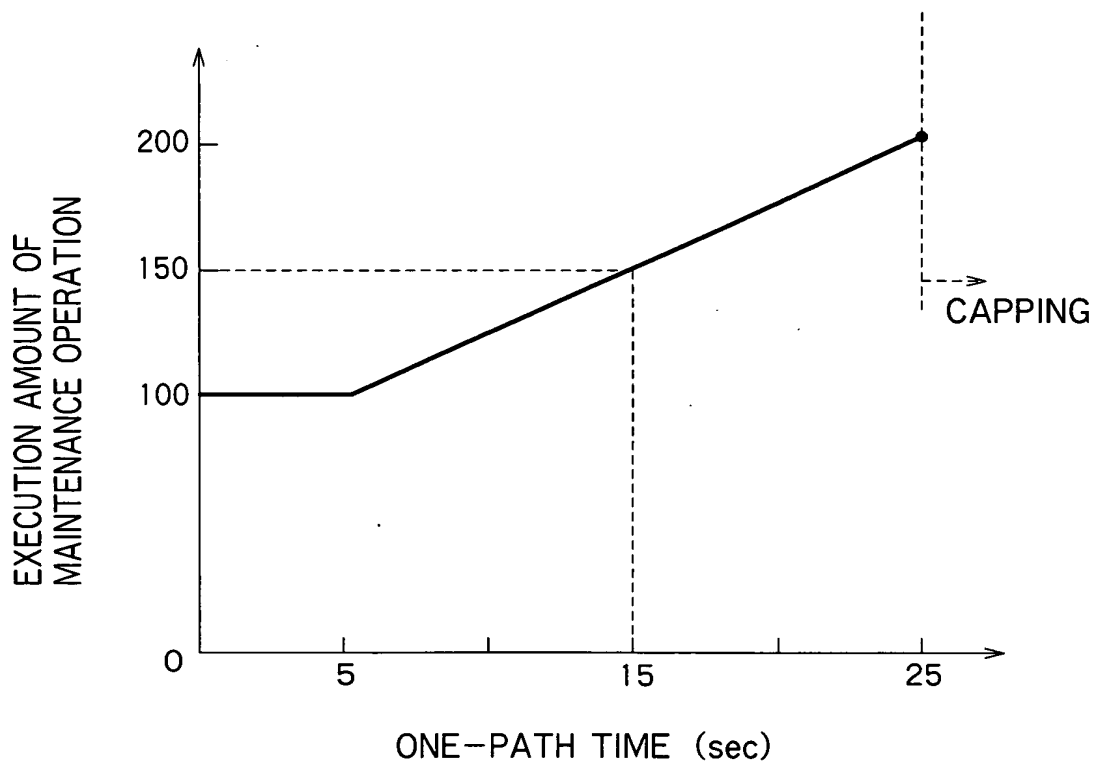


FIG. 6

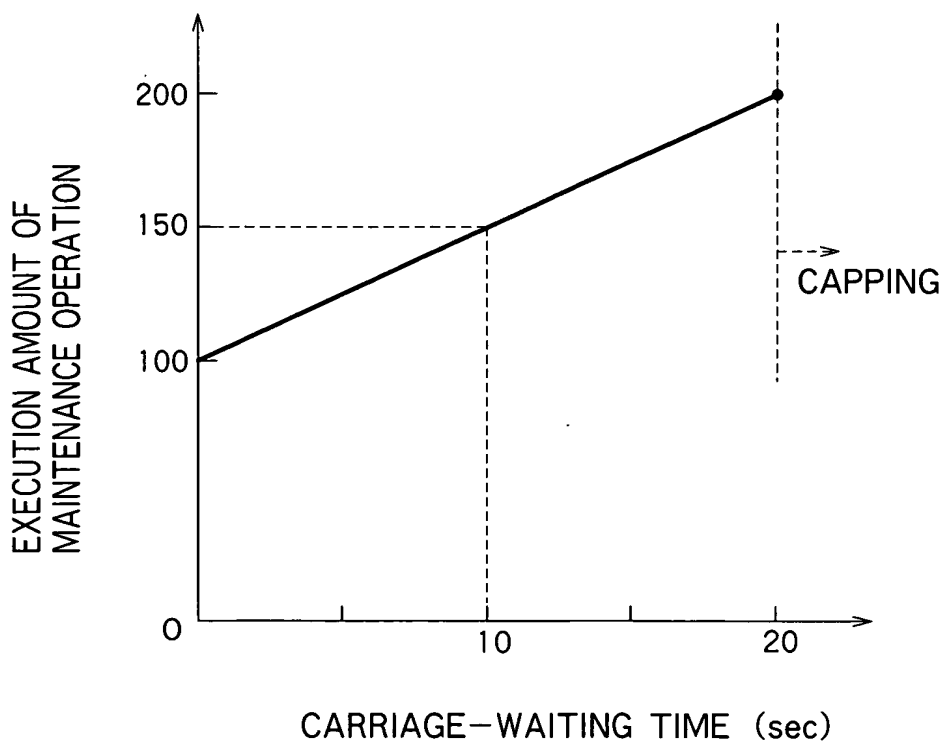


FIG. 7

006701-19268960

The graph illustrates the relationship between the execution amount of maintenance operation (Y-axis) and carriage-waiting time in seconds (X-axis). Three linear functions are plotted, representing different column counts: FULL-COLUMN, HALF-COLUMN, and ONE-THIRD-COLUMN. The FULL-COLUMN line has the steepest slope, followed by HALF-COLUMN, and then ONE-THIRD-COLUMN. A dashed line labeled 'CAPPING' indicates a threshold where the execution amount levels off, suggesting a maximum capacity or a change in the operational mode.

FIG. 9

The graph illustrates the relationship between Carriage-Waiting Time (sec) on the x-axis and the Execution Amount of Maintenance Operation on the y-axis. Three parallel lines represent different percentages of maintenance work: 20%, 20%-50%, and 50%. All lines show a positive linear relationship up to a certain point, after which they plateau, a phenomenon labeled 'CAPPING'. The 20% line has the highest y-intercept and the steepest slope, while the 50% line has the lowest y-intercept and the shallowest slope. The 20%-50% line lies between the other two. Dashed lines extend from the end of each solid line to show the continuation of the linear trend before capping occurs.

FIG. 10

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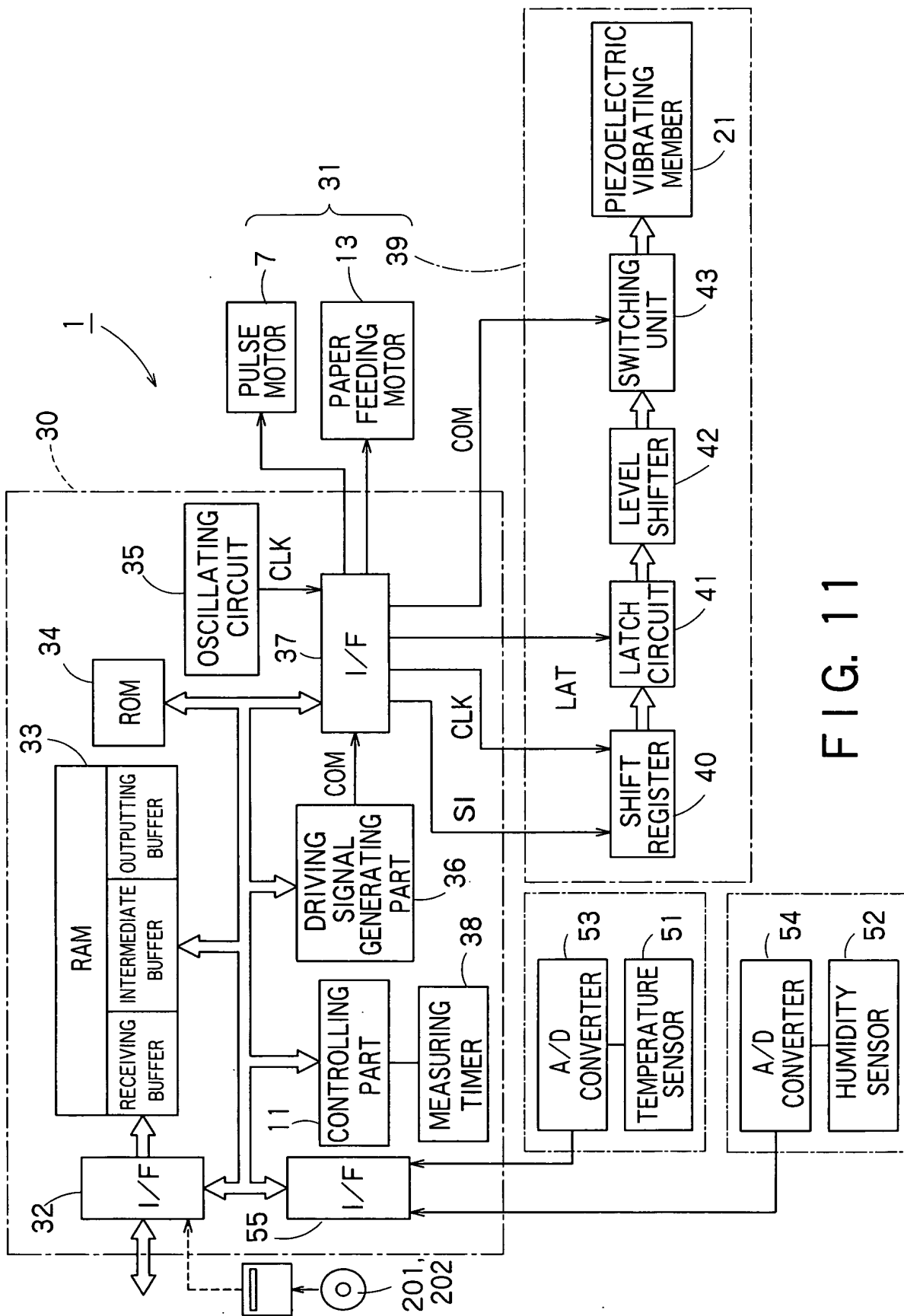


FIG. 11

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00507" T948960

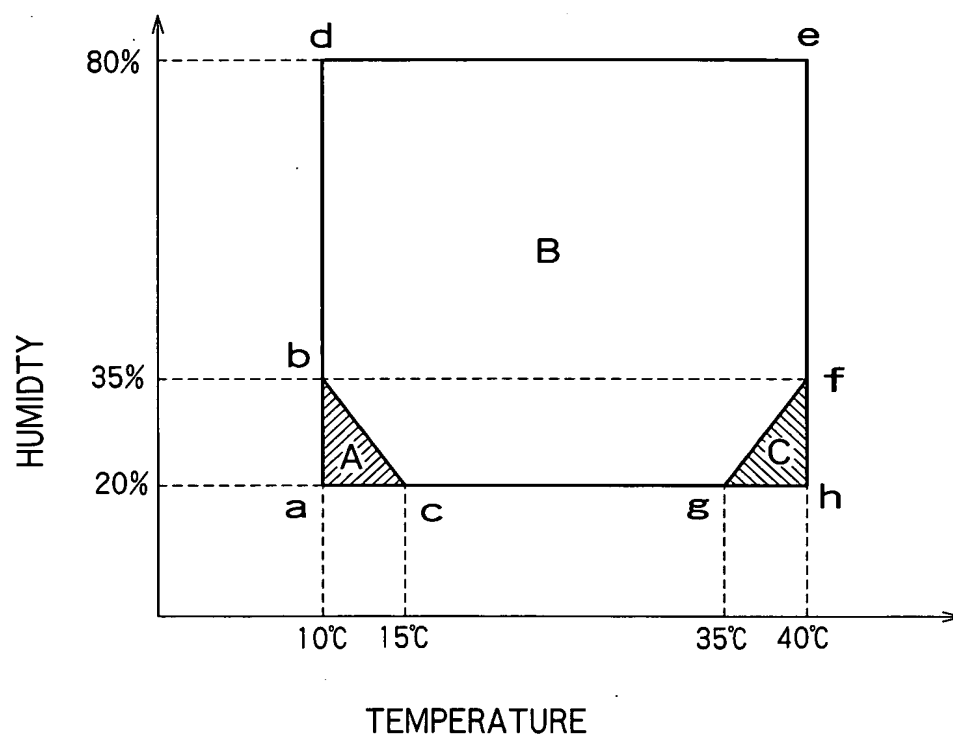


FIG. 12